

# INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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COUNTRY	China/USSR/Germany	REPORT	
SUBJECT	Description of Air Journey, Berlin-USSR-Peiping	DATE DISTR.	/ September 19' 25X1
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SOURCE EVALUATIONS ARE DEFINITIVE APPRAISAL OF CONTENT IS TENTATIVE.

1. In early 1955, the following observations were made on a flight from Germany to China: 25X1
  - a. Prague - no visibility; change of pilots.
  - b. Wilnow - no visibility; passengers added to flight; small airfield with single-engined fighter planes.
  - c. Warsaw - no visibility; landed at old airfield with poor runways. Three twin-engined jet planes were in front of the hanger, and there was a mobile radar installation on the field. Visa control was observed here.
  - d. Minsk - visibility poor, wind gusts. The plane landed on the military airfield south of the city since permission to land on the civilian airfield had not been obtained. There were probably three military airfields at Minsk. The airfield had four runways usable by heavy planes; and there were 16 planes, of which five were four-engined jet planes, on the field. Radar equipment consisted of one stationary and two mobile units. There were barracks at the western edge of the airfield, and antiaircraft and searchlight units of about 150 men were carrying on maneuvers. An industrial plant for the manufacture of airplanes may have been located nearby.
  - e. Orsha - civilian and military airfield, one mobile radar unit, four single-engined and one twin-engined jet planes.
  - f. Smolensk - two planes on the airfield. Construction work on runways and buildings was going on at the airfield. At the railroad station, a freight train of about 60 cars was heading in a westerly direction. The train transported 70 guns covered with tarpaulins. There were two guns on each of 30 cars and one larger gun on each of 10 cars. The remainder of the train consisted of closed cars and cars carrying troops.
  - g. Moscow - one-hour stop.
  - h. Kazan - no visibility; spent the night here.

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(Note: Washington distribution indicated by "X"; Field distribution by "#")

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1. Sverdlovsk - no visibility.
- j. Omsk - military airfield approximately 25 kilometers east of the city in the direction of Novosibirsk. There were two runways, laid out in a cross, each approximately 3,000 meters long. There were one stationary and three mobile radar installations at the field. The air traffic was heavy. Planes consisted of six new TU-4's, two four-engined propeller-driven bombers, eight twin-engined jet fighter planes on the field, and four twin-engined jet fighter planes in the air. There was considerable construction activity at the field. The airfield was surrounded by a fence and watchtowers. There were no anti-aircraft installations, and planes were being tested at the field.
- k. Novosibirsk - visibility good. On the airfield were two twin-engined transport planes and two twin-engined fighter planes. There was a mobile radar installation at the airfield. A plant that corresponded in size to the former Heinkel Works in Rostock/Marienehe was located here. A new double track railway was being built between Novosibirsk and Krasnoyarsk.
1. Irkutsk - landed at the airfield at 2018 hours, middle European time, and left the next morning at 0730 hours. Fliers, sailors, tank personnel and other military personnel were on the streets. The hotel staff was Mongolian. During the flight, about 50 kilometers east of Minussinsk, large maneuver grounds for tanks and artillery were seen. Between 150 and 200 buildings, 80 tanks, 200 guns, and 5,000 men were seen; the troops appeared to be moving in.
- m. Aksha - 20-minute stopover; military and civilian airfield, on Lake Baikal. Aksha airfield had two runways; one was new and suitable for heavy planes. On the field were three four-engined planes with propellers, seven MIG's, and four hangers. On the northeastern bank were six hangers, two four-engined sea planes on the water, and two others in the air. Antiaircraft and stationary radar installations were on the airfield.
- n. Ulan Bator - border airfield with three modern runways. The field had anti-aircraft installations and a mobile radar that was rotating. Fueling facilities were to the west of the field. The party changed planes here and transferred to a four-engined Chinese plane piloted by Chinese and Soviets. On the flight from Ulan Bator to Durma, the airfield located south of Chingpaeng had a large concentration of troops.
- o. Durma - small military airfield, runway in good condition. There were two twin-engined jet planes on the field. The military personnel were Chinese. The plane left at 1500 hours.
- p. Peiping - arrived at the central airfield.
2. The following observations were made on the return trip:
  - a. Mukden - extensive industrial and dormitory construction; there were many military personnel on the trains and in camps. A new airfield with two runways was under construction about 10 kilometers southeast of Ssуп'ingkaі.
  - b. Changchun - one military airfield and one civilian-military airfield. There were 30 antiaircraft guns, searchlights, and two mobile radar units at the airfield. There were 16 Soviet fighter planes, 14 four-engined bombers, and 3 twin-engined jet planes at the military airfield.

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- c. Tsitsihar - airfield located about 20 kilometers south of the city. The airfield had an underground hangar or a gasoline storage depot. There were three twin-engined jet fighters, two four-engined propeller-driven bombers or transports, antiaircraft guns, searchlights, and mobile radar at the airfield. There was heavy railroad traffic and much construction activity at Tsitsihar.
- d. Chita - no visibility. The airfield was busy and seven searchlights were in operation.
- e. Irkutsk - no visibility on arrival; fog during departure. The passengers changed to an old four-engined transport in Chita; the plane had one Chinese pilot and one Russian pilot on arrival, and two Russian pilots on departure.
- f. Novosibirsk - no visibility. The factories were lit up, and work appeared to be carried out in three shifts.
- g. Omsk - heavy air traffic. Seven twin-engined jet fighters were in the air and ten others were on the field. Target practice with targets about 50 meters in diameter was conducted at approximately 4,000 meters. Three four-engined jets were on the field. The runways were covered with asphalt.
- h. Sverdlovsk - airfield under military administration; 2,000-meter cement runway. There were stationary and mobile radar installations on the field. Three four-engined transport planes loaded paratroopers. There was heavy freight traffic in a westerly direction.
- i. Kazan - no visibility because of fog. On the airfield were three new four-engined bombers and seven twin-engined jet fighters. Fuel depot and hangars were underground.
- j. Moscow - overnight stay and sight-seeing trip. There was a change of pilots and plane at Moscow. At the airfield were six four-engined propeller-driven planes.
- k. Smolensk - three cement runways, each approximately 3,000 meters long. There was one mobile radar rotating; six MIG's were on the field.
- l. Minsk - landed at the military airfield. There were three military airfields and a civilian airfield under repair at Minsk. The pilot said that a plant for the manufacture of four-engined jets was in Minsk.
- m. Warsaw - no visibility.
- n. Berlin

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